

ABSTRACT OF THE DISCLOSURE

A control of a drive train for a wheel loader having one pressure-medium actuated brake and one transmission operated via a torque converter and at least one forward and/or reverse gear respectively actuated via a power shift clutch and one power take off wherein, when a predetermined value of the power delivered by the transmission to the power take off is exceeded, the pressure of the engaged power shift clutch for the forward or reverse gear is reduced to a residual level.